

## **REMARKS**

### **Drawing Objections**

The drawing was objected to for not showing every feature of the invention specified in the claims. The Examiner, however, did not indicate which feature is missing. The claims deal with tire pressure monitoring, and thus Applicants believe that the Examiner might find tire pressure sensors to be missing.

None of the claims require tire pressure sensors. As the specification states in the last complete paragraph on page 7, in one embodiment of the invention, the tire pressure monitoring system evaluates the signals of the four wheel speed sensors. Wheel speed sensors, however, are shown in the drawing. Tire pressure sensors located in the tires are optional.

Accordingly, Applicants assert that all features specified in the claims are shown in the drawing.

### **Claim Objections**

Claim 22 was objected to for containing "and/or."

The term "and/or" has been replaced with "and." Further, other optional language has been deleted from the claim.

### **Claim Rejections – 35 U.S.C. § 112**

Claims 20-22 and 32-25 were rejected under 35 U.S.C. § 112, second paragraph, as being indefinite because the last three lines of claim 21 were unclear and because claim 35 apparently contradicted claim 21, on which it indirectly depended.

The limitations of claim 21 have been rearranged to clarify that the tire with the reduced tire pressure is on the outside of the turn.

Claim 35 has been amended to be an independent claim only including meaningful limitations so that it is clear that claim 35 only relates to a method applying where an outside rear tire is affected by pressure loss.

### **Claim Rejections – 35 U.S.C. § 102**

Claims 20-22 and 32-25 were rejected under 35 U.S.C. § 102 (b) as being anticipated by Hrovat et al., US Patent 5,696,681.

Hrovat deals with sudden tire ruptures and thus with a "digital" situation: The tire pressure flag is set to either 1 or 0 (col. 3, lines 14-20). If the flag is set to 1, no brake force is applied to the affected wheel (col. 4, lines 29-31). There are no degrees. Further, Hrovat aims to reduce the lateral velocity to zero (col. 4, lines 15-16), which means that the desired vehicle path is a *straight* line.

The method of the present invention is not limited to sudden *total* pressure loss. It will also adapt the vehicle dynamics when a *partial* tire pressure loss is detected (page 9, last paragraph, page 5, first paragraph). Furthermore, the present invention aides the driver during turn maneuvers and adapts the lateral dynamics to maneuver the vehicle *around the turn*.

Claim 21 has been amended to clarify that the invention recognizes degrees of tire loss and adapts the vehicle's transverse dynamics accordingly. Since Hrovat does not recognize degrees of tire loss, Applicants believe that claim 21 is allowable.

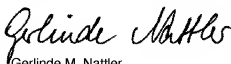
Claims 20, 22, 33, and 34 depend on claim 21 and are thus believed to be allowable as well.

Claim 35 includes that in the case of a tire pressure loss in a curve-outer rear wheel the select-low principle is applied during ABS control. As commonly known, select-low means that the rear brakes share a common control and that the brake pressure is controlled, so neither one of the rear wheels locks. Accordingly, both rear wheels are braked—albeit at a reduced pressure when required—in contrast to Hrovat's method.

## CONCLUSION

Applicants believe that the claims as amended are allowable in view of the above arguments and that the drawings show all features specified in the claims.

Respectfully submitted,



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